



## VILLAGE OF FRANKLIN PARK

9500 W Belmont Avenue  
Franklin Park, Illinois 60131

T 847.671.8235  
F 847.671.8309  
[barrett@vofp.com](mailto:barrett@vofp.com)

[www.vofp.com](http://www.vofp.com)

June 25, 2014

Mr. Randall S. Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

The Village of Franklin Park is pleased to submit a grant to the Chicago Metropolitan Agency for Planning (CMAP) through the Local Technical Assistance Program. We are submitting a proposal for a truck routing and infrastructure plan for the O'Hare subregion on behalf of the following municipalities: Bellwood, Bensenville, Des Plaines, Elk Grove, Franklin Park, Itasca, Maywood, Melrose Park, Northlake, Schiller Park and Wood Dale. Franklin Park is excited by the opportunity to work with its community partners and CMAP on a plan which will strengthen existing freight infrastructure and bolster the competitive advantage of the region.

Our proposal comes as a direct result of recommendations made in the Chicago Metropolitan Agency for Planning's (CMAP) *O'Hare Subregional Freight-Manufacturing Drill-Down Report*. The report identifies the O'Hare subregion as one of two major freight and manufacturing hubs in the Chicago metropolitan area. Our proposed study area is home to over 3,300 industrial businesses, which provide jobs to over 73,000 employees. A major employer and economic engine for the region, the subregion's competitive edge lies in the intersection of air, rail and roadway systems. Excellent access to freight infrastructure is a significant benefit to firms and the subregional truck network is especially vital in supporting industrial sector activity. Attachment 1 in the application's Appendix describes the high concentration of industrial businesses that have chosen to locate in the subregion.

In Franklin Park, the truck network supports approximately 424 industrial businesses with 13,000 employees. The *O'Hare Industrial Corridor Plan*, which we are currently working on with CMAP, highlights the reliance of the corridor's industrial business on trucks over any other freight mode. As we look to the Elgin-O'Hare Western Access project with excitement, we also expect it to increase the amount of truck movement through the area. A truck routing and infrastructure plan will help us best prepare for these changes and better support existing industrial activity. Disconnected truck routes, poor roadway conditions and congestion are problems in Franklin Park that must be addressed. A truck routing and infrastructure plan will help our Village plan for new connections, coordinate with neighboring municipalities, prioritize capital improvement projects and identify sources of funding. The proposed truck routing plan is aligned with recommendations made in the *Franklin Park Comprehensive Plan*, which encourages improvements to our industrial corridor infrastructure.

The plan will help with implementation of our regional comprehensive plan, *GO TO 2040*, by identifying ways to improve the subregional truck system to increase efficiency and interconnectedness. We are joined by ten communities in the subregion who have expressed their support of this proposal in Attachment 2 of this application's Appendix. With the additional support of Cook County and DuPage County, Village representatives hope that CMAP officials award a grant to provide the O'Hare subregion with technical assistance on this much needed project. The creation and implementation of this proposed study and plan will ensure economic competitiveness of our Village and subregion as we prepare for the future.

Respectfully Submitted,

Barrett F. Pedersen  
Mayor, Village of Franklin Park



**Application form:  
Community Planning Program and  
Local Technical Assistance Program**

**DEADLINE:** Noon on Thursday, June 26, 2014

This application form is online at [www.rtachicago.com/applications](http://www.rtachicago.com/applications). You may submit the form by email to [applications@rtachicago.com](mailto:applications@rtachicago.com).

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

**1. Name of Applicant:** Village of Franklin Park

**2. Main Contact for Application (please include name, phone number and email):**

**John Schneider, Community Development Director  
9500 W. Belmont Avenue  
Franklin Park, IL 60131  
847-671-8300**

**3. Type of Applicant (please check any that apply):**

☐ Local government

☒ Multijurisdictional group\*  $\longrightarrow$  Please list the members of the group (including government and nongovernmental organizations):

**Bellwood, Bensenville, Des Plaines, Elk Grove, Franklin Park, Itasca, Maywood, Melrose Park, Northlake, Schiller Park, Wood Dale**

☐ Nongovernmental organization\*  $\longrightarrow$  Name of local government partner(s):

---

---

---

\*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP or the RTA prior to submitting their application to discuss their project and the demonstration of local support.

#### 4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP or RTA.)

- ☒ My project involves preparation of a plan.
- ☒ My project helps to implement a past plan.
- ☒ My project links land use, transportation, and housing.
- ☐ My project has direct relevance to public transit and supports the use of the existing transit system.
- ☐ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

#### 5. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

#### 6. Project Description:

**Please tell us what you would like to do in your community, and what assistance is needed.** If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. CMAP and RTA staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)



## Request of Technical Assistance for an O'Hare Subregion Truck Routing and Infrastructure Plan

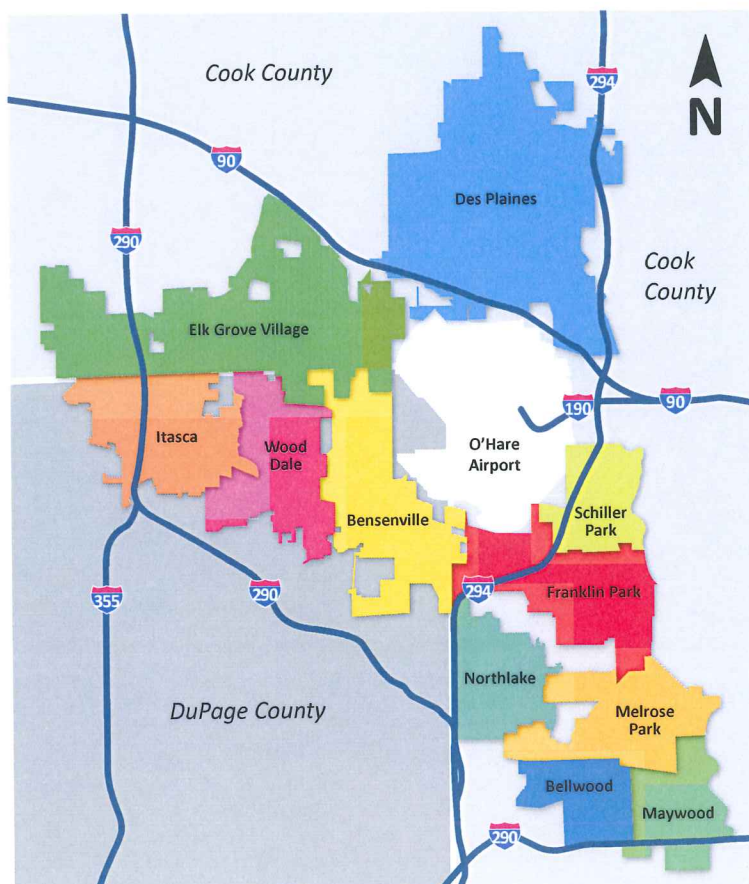
The O'Hare subregion currently faces challenges of disjointed truck routing and a lack of multijurisdictional direction for planning of freight infrastructure in the area. Eleven subregion communities have come together to address these issues through participation in a proposed study and plan for truck routing and infrastructure in the O'Hare subregion. The Village of Franklin Park is taking the lead on the Local Technical Assistance (LTA) application and planning process. Ten communities in the subregion eager to participate and support this plan effort include Bellwood, Bensenville, Des Plaines, Elk Grove, Itasca, Maywood, Melrose Park\*, Northlake, Schiller Park and Wood Dale (see Figures 1 and 2). Together, these municipalities are seeking assistance from the Chicago Metropolitan Agency for Planning (CMAP) to perform analysis of the subregional truck system and develop recommendations that direct future improvements and implementation of truck routes. These communities depend on the subregional trucking network and experience its limitations as challenges to economic competitiveness and livability. The proposed planning effort stems from the findings and recommendations of an array of recent municipal, subregional and regional plans and reports.



Figure 1: Participating subregion municipalities are highlighted in yellow

The proposal for a truck routing plan is the direct result of recommendations made in a report released by CMAP: The **O'Hare Subregional Freight-Manufacturing Drill-Down Report**. This document outlines existing workforce, infrastructure and development conditions in the O'Hare subregion and identifies several opportunities to work across jurisdictions to support growth in the freight and manufacturing subcluster. Specifically, the report finds that "coordinating truck routing across jurisdictions, planning for improved infrastructure on those routes, and designating areas where new truck connections are required can improve the competitive position of the subregion." CMAP's study indicates a need for a truck route plan in the subregion to address existing problems and provide long-term guide for infrastructure projects.

Figure 2: Eleven communities are committed to participating in a truck routing and infrastructure plan for the O'Hare subregion.



The O'Hare subregion is a major economic engine for the Chicago metropolitan region. CMAP identifies the O'Hare subregion as one of two areas in the Chicago metropolitan area that has a significant concentration of freight and manufacturing uses. The study area's location, access to transportation infrastructure and skilled labor pool have attracted many freight and manufacturing firms. Connections to various intermodal transportation networks, including immediate access to O'Hare International Airport and international rail lines, link the region's industries and consumers to markets globally. The strong industrial base is a regional employer to Chicagoland residents. Together, the eleven participating communities contain over 3,300 industrial firms, which provide employment to over 73,000 workers.\* Included in our application's Appendix is information collected from each participating municipality that highlights the abundance of industrial firms and jobs in the participating municipalities (see Attachment 1). While existing transportation assets support this freight and manufacturing activity, future growth of industry relies on improving the movement of people and product through the subregion.

Recent projects and studies in the subregion are focused on improving freight connectivity but do not specifically address truck routing and infrastructure at a subregional level. Projects like the Elgin O'Hare Western Access (EOWA) and Taft Avenue Extension and Bridge are in progress to improve mobility and

\* Data does not include the Village of Melrose Park. Supplemental materials from the Village of Melrose Park will be delivered separately.



freight connectivity surrounding O'Hare Airport. The project is expected to significantly relieve congestion and reduce transportation time and costs. The O'Hare Modernization Program (OMP) is in progress to transform O'Hare's runway system to increase airport capacity. The program will keep O'Hare globally competitive as it reduces delay and prepares the airport for future growth. Both the Elgin O'Hare Western Access Project and O'Hare Modernization Program are expected to enhance movement in and around O'Hare airport. A truck routing and infrastructure plan will complement these air and roadway projects to improve freight movement throughout the subregion.

CMAP's *O'Hare Subregional Freight-Manufacturing Drill-Down Report* finds that municipalities in the O'Hare subregion have struggled to deal with truck routing autonomously. Rather than provide adequate infrastructure equipped to handle trucks, municipalities have tried to control truck traffic by regulating against it. Municipalities that have provided designated truck routes have not collaborated with neighboring communities to continue these routes across jurisdictions. Without connecting designated routes, trucks must often use complicated routes or roads that were not constructed to handle their weight. Widespread truck wear and tear has led to poor roadway conditions across the subregion that overwhelm municipal budgets for capital infrastructure. Truck permitting is also in need of coordination and simplification. Often, companies or truckers must apply and pay for multiple permits required by the counties and municipalities to be traveled through.

According to CMAP's report, congestion is another significant problem posed by a lack of truck routing. Heavy truck traffic through residential and commercial areas produces quality-of-life concerns including driver frustration, safety, noise pollution and air quality. For warehousing and logistics firms, congestion and complicated routing increase transportation time and costs. The *Elgin-O'Hare West Bypass Study: Tier Two Final Environmental Impact Statement* found poor freight mobility and congestion on local routes to be major problems in the area. Disjointed regulation, uncoordinated permitting, poor roadway conditions and congestion are all growing challenges to the subregion's competitive advantage.

The *GO TO 2040* comprehensive regional plan underlines the importance of the subregion's freight system to the region's competitiveness and economy. The plan notes that "addressing the freight system not only means enhancing our communities' economic competitiveness and prosperity, but assuring that the communities are healthy and safe." It "recommends supporting regional trucking improvements, including truckways, truck routes, truck parking, and delivery time management" to support the health of communities and regional economic activity. The proposed O'Hare truck routing and infrastructure plan falls under clear recommendations for trucking system improvements made in *GO TO 2040*.

Various studies and comprehensive plans of the participating communities indicate how vital the freight network is to economic health and recommend improvements to local truck systems. CMAP and the Village of Franklin Park are currently working on the *Franklin Park O'Hare Industrial Corridor Plan* to improve a major industrial corridor in the subregion. Findings already highlight how the area's industry uses trucking more than any other freight mode to transport product. The *Bellwood Comprehensive Plan*, adopted in 2013, recommends roadway improvements for both of Bellwood's truck routes: Mannheim Road and 25th Avenue. The *Elk Grove Village Industrial and Commercial Revitalization Plan* describes issues caused by heavy truck usage and identifies congested roadways that are currently unable to accommodate truck movement. Recommendations include infrastructure and routing changes that would better support truck traffic. The *City of Northlake Comprehensive Plan*, adopted in 2013, finds that the community's industrial sector relies heavily on freight access by truck to remain competitive. Recommendations include changes to highly-used truck routes to improve truck traffic flow and an additional access point from a major truck route to I-294.

The proposed subregional truck routing and infrastructure plan is aligned with recommendations from the *GO TO 2040* regional comprehensive plan, local planning documents, studies by CMAP, traffic studies by the Illinois Tollway Authority 390 Project and other current data. A list of plans and studies supporting this proposal is found in this application's Appendix (see Attachment 3). A truck routing plan shared by the subregion is needed to link these documents and provide a clear guide for future policy and infrastructure decisions across communities. It will help connect and coordinate truck routes across jurisdictions, leading to greater efficiency and lower costs for municipalities and businesses alike. A better connected network in the O'Hare subregion will allow for better coordination, management and efficiency for freight and manufacturing firms that rely on trucking for transport. These benefits translate to reduced costs that bolster the subregion's advantage in attracting additional firms.

The participating municipalities are requesting assistance to perform extensive analysis of the truck network in the O'Hare Subregion. Recommendations should include truck routing improvements, transportation policy changes, roadway signage improvements and enhanced enforcement. The proposed plan should identify key problem areas and prioritize future infrastructure projects. Municipalities in the O'Hare subregion are also seeking collaborative action to streamline permitting regulations across jurisdictions. With the help of CMAP, communities should be able to identify and apply for available sources of funding to make capital infrastructure improvements. A truck routing and infrastructure plan for the O'Hare Subregion cannot be achieved without CMAP's assistance and the collaboration of the eleven O'Hare subregion communities, Cook County and DuPage County. Letters of support found in this application's Appendix express the overwhelming support of the communities and counties involved (see Attachment 2). The truck routing and infrastructure plan will best position the O'Hare subregion for the future and help accomplish goals outlined in our regional comprehensive plan, *GO TO 2040*. The Village of Franklin Park and our ten regional community partners seek your favorable support of this LTA request.

Request of Technical Assistance for an  
O'Hare Subregion Truck Routing and Infrastructure Plan  
**Appendix**

**Attachment 1**



## Franklin Park, Illinois

1. Please provide a brief background of your municipality.

The Village of Franklin Park is an industrial center for the region and most noted for its proximity to O'Hare International Airport and highway and railway access. The population has grown to over 18,000 residents and the Village serves as host for over 800 businesses. Industrial land uses, which include uses such as manufacturing, processing, warehousing, distribution and storage uses, occupy around 44% of the community's total land. Franklin Park has the third largest share of the submarket's industrial businesses (15%) and has the second largest share of the submarket's industrial employment (25%). Industrial firms and employees in the Village are supported by a variety of workforce development services, which work with job seekers, workers, and employers to ready and advance potential and current workers in locally relevant fields.

Freight and manufacturing employers in Franklin Park rely on access to air, rail and roadway systems. The number of rail lines combined with the proximity to O'Hare International Airport and Interstate 294 forms an ideal location for industrial uses with a need to access regional and national transportation systems.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 28%  
Industrial – 44%  
Retail/Commercial/Mixed-use – 5%

3. How many freight and manufacturing firms are located in your municipality?

424

4. How many people are employed by these firms?

13,000

5. Please provide a list of your major industrial employers.

Nestle (650 employees); Hill Mechanical (950 employees); Life Fitness Inc. (690 employees); Sloan Valve (595 employees); Albertsons (300 employees); AM Castle & Co. (400 employees); U.S. Tobacco Mfg. (333 employees); United Parcel Service (300 employees); DHL; R&M Trucking (400 employees); Midwest Can Co.; Cortina Companies

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

As part of the O'Hare Industrial Corridor, Franklin Park will be greatly affected by the Elgin O'Hare Western Access (EOWA) project. A system interchange that allows access between I-294 and the EOWA road systems will be located at the western edge of Franklin Park. Two partial interchanges are planned near Franklin Avenue and the county line. The proposed Taft Avenue project will

link the Irving Park Road corridor and southwest O'Hare Airport with the Canadian Intermodal Rail Yard. The project serves as a direct link between air, rail and roadway. While these new connections will improve travel efficiency for Franklin Park's industrial corridors, they are also expected to increase the amount of truck traffic moving through the area, which will place additional pressure on Village roadways.

7. How many truck routes are located in your municipality and what are they?

2—Mannheim Road and I-294

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

Yes – Franklin Park O'Hare Industrial Corridor Plan, in progress; O'Hare Subregional Freight-Manufacturing Drill-Down Report, published in 2014; Franklin Park Comprehensive Plan, adopted in 2005

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

- Identification of roadways that will be best suited for a connected truck route system for the subregion
- Prioritization of capital improvement projects that will improve the truck routing system
- Identification of available sources of funding for capital improvement projects
- Plan for a multijurisdictional truck permitting program

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

A subregion truck routing and infrastructure plan will increase transportation efficiency and strengthen the regional freight system. The plan will improve conditions for local employers and residents and reinforce the competitive advantage of Franklin Park and its subregional partners.

# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Bellwood, Illinois

1. Please provide a brief background of your municipality.

Consisting primarily of level prairie, the area now known as Bellwood was mainly farmland until the early 1890s when the first two subdivisions were established. The first subdivision attracted a handful of businesses, including several taverns. Tavern owners were the first to push for incorporation in response to dry Maywood's attempt to annex the subdivision. The Village of Bellwood was incorporated on May 21, 1900, taking the name of a second early subdivision, Bellwood.

Bellwood's population grew steadily between 1900 and 1930. The 1910 population of 943 doubled by 1920 as more people, many of German and Russian descent, moved to the village. The 1926 annexation of land west of Mannheim Road, plus continued migration, accounted for the jump to 4,991 residents in 1930.

After World War II, large industries, several of which became major employers in the near western suburbs, located in the eastern part of the village along the Indiana Harbor Belt tracks. Rail passenger service, available via the Chicago, Aurora & Elgin Railway and the Chicago & North Western Railway, encouraged residential development in other parts of Bellwood.

The completion of the Eisenhower Expressway in the 1950s made Bellwood's location even more attractive for prospective commuters. The population jumped to 8,746 in 1950, then more than doubled to 20,729 in 1960, and included people of Italian, Serbian and Polish descent. Construction slowed considerably as little vacant land remained, and the population rose in 1970 to 22,096 residents.

Today, Bellwood, with its many brick bungalows and ranch and Georgian homes, has matured. But in many respects it remains the largely residential suburb that it has been for the last 50 years.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 60%  
Industrial – 30%  
Commercial – 10%

3. How many freight and manufacturing firms are located in your municipality?

27 manufacturing and 6 freight

4. How many people are employed by these firms?

3,000

5. Please provide a list of your major industrial employers.

Bog Warner  
Fort Dearborn Enterprises  
G.A. Paving Co.  
Kustom Seating Unlimited, Inc.

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

Since one of the intents of the Western Access project is to provide a transportation plan that supports future development based on regional, county and locally defined community development objectives, the project will increase mobility options for people and freight within the community. The project will also allow for connections to the regional transportation network which will support county and regional economic sustainability along with the recommendations to support public safety.

7. How many truck routes are located in your municipality and what are they?

2—25<sup>th</sup> Avenue and Mannheim Road

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

Yes, our comprehensive plan makes recommendations for infrastructure improvements.

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

- A preliminary review of land use, traffic and transportation, environment, public health and safety issues
- A preliminary assessment of truck route design alternatives
- A community process that is inclusive of members of the business and residential community to provide input on the preliminary alternatives
- A development of a final alternatives(s) based on community input and an action plan for further project development

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

The study and plan would reduce truck traffic in the residential area. It will also establish a link to major transportation corridors, and the final route and related roadway concepts will reflect relevant community values, which will be supported by the community, and be technically feasible and cost-effective. The success of the plan will result in the overall public health and safety which is an ongoing concern of the local community, as well as diesel emissions coming from big trucks, an alternative route that allows trucks to connect with existing designated truck routes while located away from residential areas.



# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Bensenville, Illinois

1. Please provide a brief background of your municipality.

Bensenville provides exceptional benefits whether you run a business, live here or do both. Many businesses and residents choose Bensenville for its excellent location just 30 minutes from downtown Chicago, 1 mile from O'Hare airport, minutes from major expressways, and with immediate access to public transit.

With respect to the business community, the Village boasts a large industrial base made up of the full range of manufacturing, logistic, and flex uses that is composed of enterprises of all types and sizes. These make Bensenville a major employment center within the Chicagoland region. Complementing this is a broad range of commercial uses that meet the day-to-day needs of residents, employees, and those from outside the community. The commercial areas of the Village are diverse just like the industrial areas which range from a large-scale shopping center, national chains, "mom and pop" local businesses, and pedestrian-oriented uses located within the high quality downtown area.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 43%  
Industrial – 42%  
Commercial – 25%

3. How many freight and manufacturing firms are located in your municipality?

Approximately 413

4. How many people are employed by these firms?

Approximately 7,026

5. Please provide a list of your major industrial employers.

Oss Services LLC (525 employees); Lifelink Anchorage (500 employees); US Foodservice (350 employees); National Data Label Corp (324 employees); Life Link Corp (300 employees); Victor Envelope Co. (300 employees); Ewing-Doherty Mechanical Inc. (250 employees); Central States Trucking (250 employees); Doherty Giannini Reitz (248 employees); UPS Supply Chain Solutions (240 employees)

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

The Elgin-O'Hare Western Access project will have a major impact on mobility and freight connectivity in Bensenville. The current Thorndale Ave runs through the middle of our Northern Business District and will be turning into a tollway. There will also be frontage roads servicing this area. There is the potential for both positive and negative impacts to our business community right in the middle of this project. During construction there is the potential for increased traffic counts on our other major road ways such as IL Route 83 and York Road.

7. How many truck routes are located in your municipality and what are they?

State Truck Routes; IL Route 83; Thorndale Ave

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

No

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

- Coordination of truck routes between municipalities
- Truck movements from IL Route 83 to IL Route 19 as a considerable amount of freight traffic goes through residential neighborhoods to make this connection.
- Overweight truck permits.

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

See attached letter of support from Village President Frank Soto.

# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Des Plaines, Illinois

1. Please provide a brief background of your municipality.

The City of Des Plaines is located approximately 17 miles northwest of downtown Chicago near O'Hare International Airport. It is a vibrant, diverse collection of residential, commercial, and industrial land uses, encompassing roughly 15 square miles of land area. Des Plaines' neighboring communities include Park Ridge, Glenview, Mount Prospect, Rosemont, and Chicago. Des Plaines is home to 58,364 people (2010, U.S. Census Bureau, STF). In 2013, the value of property in Des Plaines had an equalized assessed value (EAV) of almost \$2.04 billion, a decrease of \$144 million from the prior year.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 43.3% (3,952 acres)  
Manufacturing – 15.7% (1,431 acres)  
Commercial/ Retail – 7.8% (713 acres)  
\*GIS Parcel Analysis, April 2013

3. How many freight and manufacturing firms are located in your municipality?

50 firms with more than 50 Employees

4. How many people are employed by these firms?

10,558

5. Please provide a list of your major industrial employers.

Please see attached.

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

Primary benefits of the EOWA project (combined with the current Jane Addams widening project) for the connectivity around Des Plaines include:

- Creation of a full interchange at Elmhurst Road, closing a previous approximately 8-mile gap between "EB off"/"WB on" ramps (Arlington Heights Road to Cumberland Road)
- Construction of Touhy Avenue partial interchange (SB on, NB off) from the north leg of the new EOWA.
- Construction of a railroad grade separation for Touhy Avenue (~40,000 ADT) at the Union Pacific Milwaukee Line (30+ freight trains/day)

7. How many truck routes are located in your municipality and what are they?

Please see attached map.

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

No. The Comprehensive Plan doesn't have any specific recommendations and no major changes are proposed in the Capital Improvement Program.

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

A model ordinance for overweight/oversize truck permitting and fees would likely be helpful for both municipalities and for helping get more standardization amongst various communities – easing the process for trucking companies.

Another issue that Des Plaines recently encountered was a request for a super load (556,000 lbs). The City is equipped to handle routine overweight/oversize requests, but resources for determining whether a load will damage a roadway were not readily available. The issue is of particular concern since overloading damage is not typically obvious and catastrophic, but rather is hidden, appearing as accelerated failure of the roadway over the course of months/years. Guidance on dealing with this type of super loading would be appreciated.

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

This would offer Des Plaines a plan for moving goods and people around the city more quickly and efficiently. As a regional effort, improved transportation in our neighboring communities and around O'Hare International Airport would benefit all communities with more economic development and improved quality of life.



# City of Des Plaines

## Truck Route Map

Cook County, Illinois

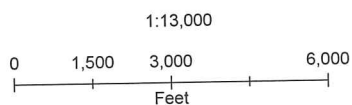


Truck Route Legend	
Maintenance and Load Limit	
<span style="color: green;">—</span>	Locally Maintained, 73,280 LBS (City Code)
<span style="color: red;">—</span>	Locally Maintained, 80,000 LBS (City Code)
<span style="color: yellow;">—</span>	State Maintained (IDOT Website)
<span style="color: blue;">- - -</span>	Overweight Truck Route (IDOT Website)

Map Legend	
<span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	City Boundary
<span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	Recreation Area
<span style="border-bottom: 1px solid black; display: inline-block; width: 20px;"></span>	Road
<span style="border-bottom: 1px solid black; display: inline-block; width: 20px;"></span>	Railroad
<span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span>	Lake or River



Data Source: City of Des Plaines, Illinois Department of Transportation



Village of Rosemont



Map Date: 10/23/2014  
Map Date: 10/23/2014



## TOP EMPLOYERS BY STANDARD INDUSTRIAL CLASSIFICATION (SIC) CODE

Fifty or more location employees  
Des Plaines, Illinois

Classification/ Name	Address	SIC Code	SIC Description	Location Employees
<b>Agricultural Services</b>				
Choice Cut Landscaping Inc	1000 Lee St	78204	Landscape Contractors	100
Pesche's Flowers & Garden Ctr	170 S River Rd	78204	Landscape Contractors	50
<b>Mining &amp; Quarrying- Non-metallic Minerals</b>				
Lurvey Landscape Supply & Gdn	2550 E Dempster St	141101	Stone-Natural	150
Meyer Material Co	580 S Wolf Rd	144203	Sand & Gravel-Mfrs	50
<b>Building Construction- General Contractors</b>				
Bombardier Learjet	251 Wille Rd # A	154211	Airport Designers	130
<b>Heavy Construction Except Building</b>				
Des Plaines City Public Works	1111 Joseph J Schwab Rd	161104	Parking Area/Lots Maintenance & Marking	80
1000 Lee Street Building	1000 Lee St	162926	Ponds & Pond Supplies	60
<b>Food &amp; Kindred Products Mfrs</b>				
Columbus Vegetable Oils Co	30 E Oakton St	207798	Animal & Marine Fats & Oils (Mfrs)	145
Maple Leaf Foods	1011 E Touhy Ave # 500	205198	Bread/Other Bakery Prod-Ex Cookies	90
<b>Apparel &amp; Other Finished Products-Mfrs</b>				
Hart Schaffner & Marx	1680 E Touhy Ave	231198	Mens & Boys Suits Coats/Overcoats (Mfrs)	55
<b>Furniture &amp; Fixtures Mfrs</b>				
Warehouse Direct	2001 S Mount Prospect Rd	252204	Office Furniture & Equip-Mfrs	650
Restaurant Depot	2166 Mannheim Rd	259903	Restaurant Equipment & Supplies-Mfrs	200
<b>Paper &amp; Allied Products Mfrs</b>				
Pamco Label Co Inc	2200 S Wolf Rd	267201	Labels-Paper (Mfrs)	150
Ryt-Way Industries	1938 S Wolf Rd	267101	Packaging Materials-Manufacturers	100
<b>Printing Publishing &amp; Allied Industries</b>				
Deluxe Corp	1600 E Touhy Ave	275202	Printers (Mfrs)	350
Schawk Inc	1695 S River Rd	279103	Prepress Services (Mfrs)	200
Rosemont Journal	622 Graceland Ave	271101	Newspapers (Publishers/Mfrs)	100
				50



<b>Chemicals &amp; Allied Prods Mfrs</b>			<i>Classification Total</i>	<i>120</i>
Pexco	1600 Birchwood Ave	282101	Plastics-Raw Mtrls/Powder/Resin-Mfrs	120
<b>Rubber &amp; Miscellaneous Plastics Mfrs</b>			<i>Classification Total</i>	<i>313</i>
Amcor Flexibles Healthcare	1731 S Mount Prospect Rd	308598	Plastic Bottles (Mfrs)	110
ITW Fastex	195 E Algonquin Rd	308901	Plastics-Mold-Manufacturers	88
Plitek Llc	69 Rawls Rd	308102	Plastics-Fabrics,Film-Etc Producer	65
Bradrock Industries	75 Bradrock Dr	308902	Plastics & Plastic Products (Mfrs)	50
<b>Primary Metal Industries Mfrs</b>			<i>Classification Total</i>	<i>50</i>
Monichols Co	251 Wille Rd # C	331203	Expanded Metals (Manufacturers)	50
<b>Fabricated Metal Products Mfrs</b>			<i>Classification Total</i>	<i>629</i>
Nu-Way Industries Inc	555 Howard Ave	344403	Sheet Metal Fabricators (Mfrs)	250
Contour Saws Inc	1217 E Thacker St	342501	Saw Blades & Handsaws (Mfrs)	110
Montana Metal Products LLC	25 Howard Ave	344403	Sheet Metal Fabricators (Mfrs)	85
Anderson Lock	PO Box 2294	342902	Hardware-Manufacturers	70
Chicago Faucet Co	2100 Clearwater Dr	343201	Plumbing Fixtures & Supplies-Mfrs	60
Precision Instruments	1846 Miner St	349903	Metal Goods-Manufacturers	54
<b>Industrial &amp; Commercial Machinery Mfrs</b>			<i>Classification Total</i>	<i>2,100</i>
Uop Llc	PO Box 5017	353398	Oil & Gas-Field Machinery/Equip (Mfrs)	1,300
Abbott Molecular Inc	1300 E Touhy Ave	359917	Testing Equipment-Mfrs	500
Filtran LLC	875 Seegers Rd	356406	Filters-Air & Gas-Manufacturers	200
Parker Industrial Cylinder Div	500 S Wolf Rd	359302	Cylinders-Air & Hydraulic-Manufacturers	100
<b>Electronic &amp; Other Electrical Equip Mfrs</b>			<i>Classification Total</i>	<i>812</i>
Juno Lighting Group	PO Box 5065	364103	Electric Lamp Bulbs & Tubes-Mfrs	701
La Marche Mfg Co	106 Bradrock Dr	362106	Inverters (Mfrs)	111
<b>Transportation Equipment Mfrs</b>			<i>Classification Total</i>	<i>120</i>
Illinois Auto Truck Co Inc	1669 Marshall Dr	371401	Automobile Parts & Supplies-Mfrs	120
<b>Measuring &amp; Analyzing Instruments Mfrs</b>			<i>Classification Total</i>	<i>1,685</i>
Alcon Laboratories	333 Howard Ave	384104	Physicians & Surgeons Equip & Supls-Mfrs	800
Alcon Laboratories	2000 Clearwater Dr	385104	Optical Laboratories-Manufacturers	500
DSC Logistics Inc	1750 S Wolf Rd	384104	Physicians & Surgeons Equip & Supls-Mfrs	200
DENTSPLY Professional	901 W Oakton St	384398	Dental Equipment & Supplies-Mfrs	185
<b>Miscellaneous Manufacturing Inds</b>			<i>Classification Total</i>	<i>350</i>
United Displaycraft	333 E Touhy Ave	399903	Manufacturers	250

Feldco Factory Direct LLC	125 E Oakton St # 1	399903	Manufacturers	100
<b>Local/Suburban Transit &amp; Hwy Passenger</b>				<b>300</b>
Pace	900 E Northwest Hwy	413101	Bus Lines	300
<b>Motor Freight Transportation/Warehouse</b>				<b>680</b>
Dayton Freight Lines Inc	1000 E Northwest Hwy	421309	Trucking-Motor Freight	200
Con-Way Freight	401 W Touhy Ave	421304	Trucking	150
Old Dominion Freight Line Inc	255 W Oakton St	421309	Trucking-Motor Freight	150
Psychologistics	301 N 3rd Ave	421304	Trucking	80
ABF Freight System Inc	400 E Touhy Ave	421304	Trucking	50
Midwest Express Co	301 W Touhy Ave # 200	421304	Trucking	50
<b>Transportation Services</b>				<b>75</b>
Weiss-Rohlig USA Llc	351 W Touhy Ave # 100	473104	Freight-Forwarding	75
<b>Communications</b>				<b>50</b>
Protech Trading Inc	9410 Greenwood Ave	481302	Telecommunications Services	50
<b>Electric Gas &amp; Sanitary Services</b>				<b>50</b>
Metropolitan Water Reclamation	701 W Oakton St	495907	Waste Water Treatment	50
<b>Wholesale Trade-Durable Goods</b>				<b>745</b>
Isotec Inc	1780 Birchwood Ave	506312	Wire & Cable-Electric (Whls)	200
Panera Bread	500 E Touhy Ave # E	509998	Distribution Centers (Whls)	140
Hertz Rent A Car	2170 Mannheim Rd # A	501314	Automobile Repair/Svc-Equip/Supl (Whls)	80
DSC Logistics Inc	1760 S Wolf Rd	509905	Importers (Whls)	80
Sterno Group LLC	999 E Touhy Ave # 450	509905	Importers (Whls)	75
Rahco Rubber	1633 Birchwood Ave	508548	Rubber Products-Wholesale	70
Gepco International Inc	1770 Birchwood Ave	505101	Wire & Cable-Non-Electric (Whls)	50
Presstek Inc	201 W Oakton St	508443	Printer Cartridges (Whls)	50
<b>Wholesale Trade-Nondurable Goods</b>				<b>849</b>
Sysco Chicago Inc	250 Wieboldt Dr	514101	Food Products (Whls)	729
International Paper Co	100 E Oakton St	511101	Paper Products (Whls)	120
<b>Building Materials &amp; Hardware</b>				<b>110</b>
Kmart	1155 E Oakton St	525115	Tools-New & Used	110
<b>General Merchandise Stores</b>				<b>200</b>
Hudson Group	2309 S Mount Prospect Rd	531102	Department Stores	200

<b>Food Stores</b>			<i>Classification Total</i>	<i>740</i>
Jewel Osco	819 Elmhurst Rd	541105	Grocers-Retail	250
Jewel Osco	811 Elmhurst Rd	541105	Grocers-Retail	200
Jewel Osco	1500 Lee St	541105	Grocers-Retail	160
Dominick's	1555 Lee St	541101	Food Markets	80
Shop 'N Save	518 Metropolitan Way	541105	Grocers-Retail	50
<b>Automotive Dealers &amp; Service Stations</b>			<i>Classification Total</i>	<i>400</i>
Gas Technology Institute	1700 S Mount Prospect Rd	554110	Alternative Fuels	200
O'Hare Honda Sales & Svc	1533 S River Rd	551102	Automobile Dealers-New Cars	100
O'Hare Hyundai Sales & Svc	1509 S River Rd	551102	Automobile Dealers-New Cars	100
<b>Apparel &amp; Accessory Stores</b>			<i>Classification Total</i>	<i>200</i>
Pycas Design Innovations	9153 W Oaks Ave	562101	Women's Apparel-Retail	200
<b>Home Furniture &amp; Furnishings Stores</b>			<i>Classification Total</i>	<i>250</i>
United Feather & Down Inc	414 E Golf Rd	571906	Bedspreads	250
<b>Eating &amp; Drinking Places</b>			<i>Classification Total</i>	<i>445</i>
Radisson	1450 E Touhy Ave	581208	Restaurants	90
Little Villa Rstrnt & Pizzeria	660 N Wolf Rd	581208	Restaurants	70
Cafe La Cave	2777 Mannheim Rd	581208	Restaurants	70
Longhorn Steakhouse	1470 E Touhy Ave	581208	Restaurants	65
Panera Bread	1518 Market St	581206	Foods-Carry Out	50
Elks Lodge	495 Lee St	581223	Banquet Rooms	50
Fountain Blue Banquet-Conferen	2300 Mannheim Rd	581223	Banquet Rooms	50
<b>Miscellaneous Retail</b>			<i>Classification Total</i>	<i>847</i>
Omnicare Inc	2313 S Mount Prospect Rd	591205	Pharmacies	400
Enloe Drugs Inc	2313 S Mount Prospect Rd	591205	Pharmacies	300
Des Plaines Public Library	1501 Ellinwood Ave	596104	E-Commerce	97
Svm LP	200 Howard Ave # 220	594178	Gifts-Corporate	50
<b>Depository Institutions</b>			<i>Classification Total</i>	<i>100</i>
First Merit Bank	678 Lee St	602101	Banks	50
First Midwest Bank	749 Lee St	602101	Banks	50
<b>Insurance Carriers</b>			<i>Classification Total</i>	<i>100</i>
Health Direct Inc	1001 E Touhy Ave # 200	632401	Medical Insurance Plans	100
<b>Insurance Agents Brokers &amp; Svc</b>			<i>Classification Total</i>	<i>390</i>



Founders Insurance Co	1645 Birchwood Ave	641112	Insurance	160
National Insurance Crime	1111 E Touhy Ave # 400	641112	Insurance	130
Apollo Casualty Co	1001 E Touhy Ave # 200	641112	Insurance	50
Broadcast Marketing LLC	2070 Maple St	641112	Insurance	50
<b>Hotels Rooming Houses &amp; Camps</b>				<i>Classification Total</i>
World Food Svc	25 E Algonquin Rd	701101	Hotels & Motels	1,500
Hilton Garden Inn-O'Hare Arprt	2930 S River Rd	701101	Hotels & Motels	1,200
<b>Business Services</b>				<i>Classification Total</i>
DHL Global Mail	100 Howard Ave	733101	Mailing & Shipping Services	300
Teleperformance USA	2200 E Devon Ave # 200	738910	Store Designers & Planners	215
Ex Libris Ltd	1350 E Touhy Ave # 200e	738959	Information & Referral Svcs	150
Aero Snow Removal Corp	2130 Oxford Rd	734910	Snow Removal Service	100
Schawk Digital Solutions	1600 Sherwin Ave	733603	Graphic Designers	99
Emergency 24 Inc	999 E Touhy Ave # 500	738203	Burglar Alarm Systems-Monitoring	90
Landon Graphics Inc	1072 Jeannette St	733603	Graphic Designers	82
Central Building Maintenance	2200 E Devon Ave # 239	734902	Janitor Service	50
Micr Resource Management	1400 E Touhy Ave # 145	737401	Data Processing Service	50
<b>Amusement &amp; Recreation Services</b>				<i>Classification Total</i>
Rivers Casino	3000 S River Rd	799302	Casinos	1,424
<b>Health Services</b>				<i>Classification Total</i>
Oakton Pavillion	1660 Oakton Pl	805101	Nursing & Convalescent Homes	250
US Faa	2300 E Devon Ave # 439	801101	Physicians & Surgeons	200
Holy Family Nursing & Rehab	2380 E Dempster St	805101	Nursing & Convalescent Homes	200
Lee Manor Nursing & Rehab	1301 Lee St	805101	Nursing & Convalescent Homes	200
Ballard Rehabilitation	9300 W Ballard Rd	805101	Nursing & Convalescent Homes	150
IBJI Des Plaines	900 Rand Rd	801128	Orthopedic Surgeons	105
Seasons Hospice & Palliative	606 Potter Rd # 2	805908	Hospices	100
Emergency Nurse Assoc	915 Lee St	804908	Nurses & Nurses' Registries	70
Nazarethville	300 N River Rd	805101	Nursing & Convalescent Homes	66
Weil Foot & Ankle Institute	1455 E Golf Rd # 131	804301	Podiatrists	60
Fahey Medical Ctr	581 E Golf Rd	801101	Physicians & Surgeons	50
Golf Surgical Ctr	8901 Golf Rd # 100	801104	Clinics	50
<b>Legal Services</b>				<i>Classification Total</i>
Jason C Schram Law Office	2860 S River Rd # 180	811103	Attorneys	50
<b>Educational Services</b>				<i>Classification Total</i>
				2,764



Oakton Community College	1600 E Golf Rd	821103	Schools	1,200
Maryville Academy	1150 N River Rd	821103	Schools	650
Maine West High School	1755 S Wolf Rd	821103	Schools	300
Northern Illinois Academy	1150 N River Rd	821103	Schools	100
Friendship Junior High School	550 Elizabeth Ln	821103	Schools	80
Elk Grove Twp School Dist 59	260 Dulles Rd	821103	Schools	78
North Elementary School	1789 Rand Rd	821103	Schools	55
Iroquois Community School	1836 E Touhy Ave	821103	Schools	51
Brentwood Elementary School	260 Dulles Rd	821103	Schools	50
Chippewa Junior High	123 N 8th Ave	821103	Schools	50
Stevenson School	9000 Capitol Dr	821103	Schools	50
Devonshire School	1401 Pennsylvania Ave	821103	Schools	50
Plainfield Elementary School	1850 Plainfield Dr	821103	Schools	50
<b>Social Services</b>				<i>Classification Total</i> 609
Salvation Army	10 W Algonquin Rd	832218	Social Service & Welfare Organizations	250
Alden Des Plaines Rehab & Hlth	1221 E Golf Rd	833102	Rehabilitation Services	130
Golf View Developmental Ctr	9555 Golf Rd	839905	Disability Services	119
Lutheran General Children's Dy	9375 W Church St	835101	Child Care Service	60
Spark Program	1375 S 5th Ave	835101	Child Care Service	50
<b>Membership Organizations</b>				<i>Classification Total</i> 50
Chicago Meps	1700 S Wolf Rd # 1	864102	Veterans' & Military Organizations	50
<b>Engineering &amp; Accounting</b>				<i>Classification Total</i> 395
Neovia Logistics	251 Wille Rd # A	874201	Business Management Consultants	150
Chipman Design	2700 S River Rd # 400	871202	Architects	80
Precision Research	999 E Touhy Ave # 100	873204	Market Research & Analysis	65
Parsons Transportation	2300 E Devon Ave # 344	871106	Engineers	50
Irwin Broh Research	1011 E Touhy Ave # 450	873204	Market Research & Analysis	50
<b>Executive Legislative &amp; General Govt.</b>				<i>Classification Total</i> 50
Tuberculosis Clinic Suburban	9325 W Church St	919903	County Government-General Offices	50
<b>Justice Public Order &amp; Safety</b>				<i>Classification Total</i> 215
Des Plaines Police Dept	1420 Miner St # 300	922104	Police Departments	115
Des Plaines Fire Dept	405 S River Rd	922404	Fire Departments	100
<b>State Government</b>				<i>Classification Total</i> 57
New York Taxation & Finance	1011 E Touhy Ave # 475	931102	State Government-Finance & Taxation	57

Source: InfoUSA, 2013

# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Elk Grove, Illinois

1. Please provide a brief background of your municipality.

Located adjacent to O'Hare International Airport, Elk Grove is an integral component of the Chicago Metropolitan Region's economy. A planned community with over 35,000 residents, Elk Grove boasts the largest consolidated business park in the U.S. with over 62 million square feet of industrial inventory. Elk Grove's business community is diverse, with major employers representing a broad range of industries including; technology, manufacturing, retail, health care and warehousing / logistics.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 51.1%  
Industrial – 2.8%  
Commercial – 46.1%

3. How many freight and manufacturing firms are located in your municipality?

1,622

4. How many people are employed by these firms?

13,669

5. Please provide a list of your major industrial employers.

Metal Impact	RR Donnelly
DHL	Grecian Delight
ITW	MSC
Graphic Packaging	

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

It is anticipated that the project will improve access to and reduce travel times within the Business Park. Currently, trips in and out of the business park are spread out over a network of roads. The project will provide full interchange access on three sides of the Park.

7. How many truck routes are located in your municipality and what are they?

The village doesn't have any locally (municipally owned) "designated" truck routes. Due to changes in legislation all roadways are truck routes. Our municipality however restricts truck traffic over certain weights. See *attached map*.

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

The Industrial and Commercial Revitalization Plan

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

- Opportunities for collaboration
- Development of regional truck route linkage map
- Identification of priority projects
- Identification of funding sources for implementation

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

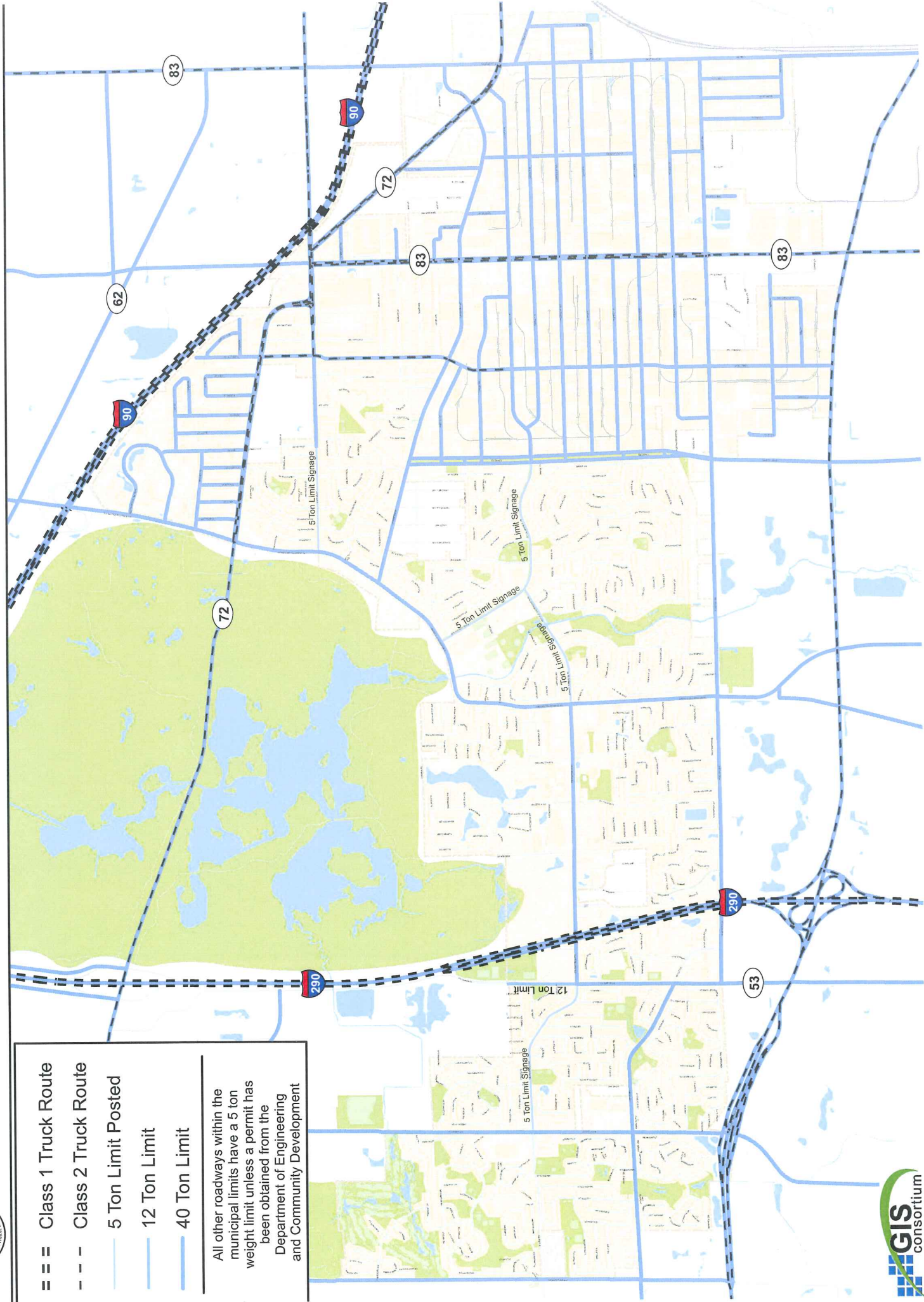
The region as a whole is facing intense competition for economic development. Transportation is a key component of any site selection process. A coordinated effort to address the area's shortcomings and to accentuate its positives is critical in remaining competitive as the business community has no allegiance to governmental boundaries.



# Truck Routes and Weight Limits

- == = Class 1 Truck Route
- - - Class 2 Truck Route
- 5 Ton Limit Posted
- 12 Ton Limit
- 40 Ton Limit

All other roadways within the municipal limits have a 5 ton weight limit unless a permit has been obtained from the Department of Engineering and Community Development





# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Itasca, Illinois

1. Please provide a brief background of your municipality.

- Located in northeast DuPage at the convergence of I-290 and I-355 with direct access to US Route 20, IL Route 53, and IL Route 19.
- Direct access to the Elgin-O'Hare Expressway/Illinois Route 390 Tollway which is currently under construction.
- Approximately 8 miles west of O'Hare airport
- 2010 Census population- 8,649
- 2013 Estimate- 8,811
- Daytime population increases by 13,021 or 155.5% due to manufacturing and office bases such as the Central Manufacturing District, Hamilton Lakes, and Spring Lake.
- Approximately 5 square miles in size
- Home to 1,561 businesses, many of these are national and regional headquarters for Fortune 500 companies
- 3,168 households with a median income of \$77,368/yr.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 40%

Industrial – 35%

Commercial (including retail and office) – 25%

3. How many freight and manufacturing firms are located in your municipality?

- 100 freight and manufacturing firms
- An additional 37 firms if distribution is included in "freight" for a total of 137

4. How many people are employed by these firms?

- 4,090 employees in freight and manufacturing
- An additional 1,973 employees if distribution is included in "freight" for a total of 6,063

5. Please provide a list of your major industrial employers.

Nestle	Knowles Electronics
Peacock Engineering	USA Bouquet
AIT Worldwide Logistics	Canon USA
Aircell	Nypro

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

We anticipate that there may be a negative impact on mobility and freight connectivity in Itasca and the region due to additional congestion on local roadways. The prime multi-modal access will continue to make this a very desirable location for site selectors and we will need to balance the needs of existing businesses and promote new economic development while ensuring that industry is able to move as efficiently and expeditiously as possible.

7. How many truck routes are located in your municipality and what are they?

5 – I-290; I-355; IL Route 19; IL Route 53; IL Route 390 (Elgin-O'Hare tollway under construction)

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

The Village is in the process of creating a new Comprehensive Plan to replace the one adopted in 1994. The draft plan addresses connectivity throughout the Village and revisions are underway to update information specifically pertaining to the Illinois Route 390 project. We anticipate that the plan may be adopted in early 2015. In addition, the Village has conducted some planning work with residents and community partner Hamilton Partners (Hamilton Lakes Business Park) which resulted in identification of seven planning goals for the Elgin O'Hare Western Access project:

- Light rail along corridor
- Direct access to Hamilton Lakes
- Enhanced economic development
- Access at Rohlwing Road
- Quality of life and environmental improvements
- Prospect Avenue access
- Real representation in the planning and design of the 390 roadway itself and within the corridor

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

- An understanding of the business climate in the communities- mid to long range needs, anticipated future issues, expanding markets
- Choice and flexibility for seeking most efficient routes Information on how the time of day/demand impacts the routes and O'Hare area economic engine as a whole
- Whether there is synchronicity with other regional planning and economic development efforts (i.e.- CMAP, Choose DuPage, etc)
- Identifying the most logical places for development and redevelopment in line with the planning effort

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

The Village of Itasca would benefit from a subregional truck routing and infrastructure study alongside other uniquely impacted communities in the O'Hare area. The planning effort will help address mobility within and through the community and help plan for impacts to businesses and residents. The timing is perfect with the Illinois Route 390 Tollway project now underway along the portion of Thorndale Avenue that runs through the Village. In addition, the findings may be able to be incorporated into Itasca's new Comprehensive Plan which we anticipate finishing in early 2015.



# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Maywood, Illinois

1. Please provide a brief background of your municipality.

The Village of Maywood is located eleven (11) miles west of Downtown Town Chicago. It is a mature suburb originally established in 1859, and incorporated in 1881. Maywood experienced most of its economic growth between the years of 1880-1930 only to be stunned by the Great Depression. During this period Maywood became mainly a residential community providing housing for both white collar and blue collar workers from the booming industry in Chicago. It was the intent of the Village forefathers to achieve social pre-eminence by becoming the premier bedroom community. In this pursuit for social prominence the pursuit of commercial and industrial business was shunned as to avoid the traffic and noise generated by industrial uses. Maywood accomplished its goal of being known as the premier old residential community ushering in families from the South to work in the bustling jobs offered in the surrounding municipalities while residing in Maywood. By 1930 the Maywood was fully developed and landlocked on all sides. Of its total 1,777 acres of land less than 2% was commercial and 5.23% industrial. It did however; contain many large old frame homes that were starting to show signs of deterioration. Since 1930 the local growth pattern has been basically static even in the midst of the development boom taking place in surrounding communities post WWII. Maywood suffered from aging housing inventory, aging infrastructure, a down town where development had been discouraged, and a limited obsolete industrial sector. The Village did not have the foresight to re-adapt itself to compete for shopping centers, quality residential, or modern industrial buildings. The Villages population did continue to grow peak at 30,036 in 1970. Since then there has been an approximate decrease in population by 3,000 persons.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 46.5%  
Industrial – 6.0%  
Commercial – 3.5%

3. How many freight and manufacturing firms are located in your municipality?

15 companies engage in freight, warehousing/distribution and manufacturing.

4. How many people are employed by these firms?

10,926 employed

5. Please provide a list of your major industrial employers.

National Cycle	Cintas
American Waste	Try R Pallets
TH Ryan Cartage	Roy Strom
Aetna Plywood	

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

The Village of Maywood is a direct connection to the East/ West expressway 290 a direct link into Chicago.

7. How many truck routes are located in your municipality and what are they?

7—1st Ave., 5th, Chicago, Lake, Madison, 17th, 19th.

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

No

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

- Items that directly show that the West region is a HUB for transportation i.e. labor markets, rail access etc.
- This study should assist us in applying for more transportation and infrastructure funding.

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

Although the Village has designated truck routes for the companies who have businesses here, we haven't been able never partnered with surrounding communities that use routes to get to I-290 expressway. This would be a great way to launch a campaign that focuses on keeping truck traffic on the roads that are designated.

# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Northlake, Illinois

1. *Please provide a brief background of your municipality.*

The City of Northlake encompasses three square miles along Addison Creek in west central Cook County. In the 1950s, construction of the Tri-State Tollway on Northlake's western border attracted industrial development. One of the City's largest employers was Automatic Electric, a telephone-switching equipment manufacturer that employed a workforce of 14,000 by the 1970s. Another important industrial business was Scholle Chemical, also locating its facilities near the Tollway. Northlake was formerly home to the Westward Ho golf course, one of the country's premier golf facilities before its closure in 1957. Golf course land was used for Automatic Electric's facility; another portion was sold to Villa Scalabrini Home for the Aged, a facility dedicated to the care of elderly Italian-Americans.

The 1960s, '70s, and '80s brought significant commercial development to Northlake, as well as the construction of the current city hall, library, and police station. This era also saw the completion of large infrastructure projects — street paving, curb and sewer installation, replacement of wooden bridges over Addison Creek with concrete spans, and the construction of the Doyle Retention Basin to alleviate recurring flood issues. In 1969 the O'Hare- Airport Hotel (now Concord Place Retirement and Assisted Living Community), the tallest building in the western suburbs at the time, opened adjacent to I-294.

In recent years, changes have been made to the structure and operation of local government, allowing the city to enhance public services and effectively pursue economic development. Northlake residents voted to grant the city government "home rule" authority in 1994, as well as modifying the city-manager form of government by making the mayor a full-time position. The Northlake Commons shopping center, currently housing a Home Depot, Sam's Club, and Walmart among other businesses, was constructed as part of a tax increment financing (TIF) district. The City joined with Melrose Park and six other suburban communities to bring Lake Michigan water to the area through the City of Chicago, ensuring a reliable and affordable source of water for future years. Northlake is home to many warehousing enterprises, such as Delta-Unibus Corporation, Corona Beer, and Dominicks.

2. *Please list the percentage of land zones for industrial, residential and commercial uses.*

Residential – 60%  
Industrial – 30%  
Retail/Commercial – 10%

3. *How many freight and manufacturing firms are located in your municipality?*

49

4. *How many people are employed by these firms?*

Approximately 500.

5. *Please provide a list of your major industrial employers.*

SEE ATTACHED

6. *How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?*

Improved access at North Avenue/Northwest Avenue from Toll way will improve truck circulation.

7. *How many truck routes are located in your municipality and what are they?*

6 – North Avenue; Grand Avenue; Lake Street; Mannheim Road; Railroad Avenue; Northwest Avenue

8. *Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.*

Yes – Comprehensive Plan, adopted May 20, 2013

9. *What items do you believe should be included in composing a vision of the study and plan for which we are applying?*

Cohesive and continuous truck routes should be established through the region if possible and infrastructure improvements to improve flow or make truck route possible should be identified (i.e.; intersection improvements, widening street, overpassing raising, etc.)

10. *Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.*

The study and plan would provide a framework to implement plans to move truck traffic safely, smoothly and efficiently through Northlake and the entire area.

## Major Industrial Employers in Northlake, Illinois

ADVANCE MAILING SYSTEMS	505 NORTHWEST	NORTHLAKE	IL	60164
ALL-BRITE ANODIZING	100 W LAKE	NORTHLAKE	IL	60164
AMERICAN BOTTLING COMPANY	400 N WOLF ROAD	NORTHLAKE	IL	60164
AMERICAN PAPER RECYCLING	301 W LAKE	NORTHLAKE	IL	60164
ARYZTA OTIS SPUNKMEYER	111 NORTHWEST	NORTHLAKE	IL	60164
ASCENT CH2LLC	505 N RAILROAD	NORTHLAKE	IL	60164
AT&T	303 W LAKE	NORTHLAKE	IL	60164
BLUEWATER THERMAL	75 E LAKE ST	NORTHLAKE	IL	60164
BLUEWATER THERMAL	310 S WOLF	NORTHLAKE	IL	60164
BRISTOL HOSE & FITTINGS	1 W LAKE	NORTHLAKE	IL	60164
CALLEN MANUFACTURING	13 E LAKE ST	NORTHLAKE	IL	60164
CDN LOGISTICS	317 W LAKE	NORTHLAKE	IL	60164
CHAMPION TRANSPORTATION	200 W CHAMPIONWAY	NORTHLAKE	IL	60164
CHAMPION TRANSPORTATION	100 W WHITEHALL	NORTHLAKE	IL	60164
CLT GLOBAL INC	11697 GRAND AVE	NORTHLAKE	IL	60164
CLUTCH GLOBAL LOGISTICS, INC.	180 W CHAMPIONWAY	NORTHLAKE	IL	60164
DYNA BURR CHICAGO, INC.	65 E LAKE ST	NORTHLAKE	IL	60164
FARMERS BROS	120 W WHITEHALL	NORTHLAKE	IL	60164
FIRE EQUIPMENT, CO.	80 W LAKE	NORTHLAKE	IL	60164
FRIGID FLUID CO	11631 W GRAND AVE	NORTHLAKE	IL	60164
GENERAL INSULATION CO., INC.	1250 N GARNETT	NORTHLAKE	IL	60164
GO TO LOGISTICS	165 W LAKE	NORTHLAKE	IL	60164
GRAND WAREHOUSE	599 NORTHWEST AVE	NORTHLAKE	IL	60164
HD SUPPLY FACILITIES MAINTENAN	635 NORTHWEST	NORTHLAKE	IL	60164
INTERNATIONAL PAPER	401 NORTHWEST	NORTHLAKE	IL	60164
INTERNATIONAL PAPER	11600 W GRAND AVE	NORTHLAKE	IL	60164
LAB SOURCE, INC.	1260 GARNET	NORTHLAKE	IL	60164
LOOP PAPER RECYCLING	301 W LAKE ST	NORTHLAKE	IL	60164
M-OK DISTRIBUTIONS	242 N RAILROAD	NORTHLAKE	IL	60164
M. HOLLAND	21 W LAKE ST	NORTHLAKE	IL	60164
MICROSOFT CORP/CH1 DATA CENTER	601 NORTHWEST	NORTHLAKE	IL	60164
MURNANE PACKAGING, CORP.	607 NORTHWEST	NORTHLAKE	IL	60164
MYGRANT GLASS	635 NORTHWEST	NORTHLAKE	IL	60164
NORKOL, INC	11650 W GRAND	NORTHLAKE	IL	60164
PAPER CHASE	615 NORTHWEST	NORTHLAKE	IL	60164
PIZZA JOYNT	39 W NORTH AVE	NORTHLAKE	IL	60164
POWELL ELECTRICAL SYSTEMS	515 N RAILROAD	NORTHLAKE	IL	60164
REPUBLIC SERVICES	605 NORTHWEST	NORTHLAKE	IL	60164
RKD CONSTRUCTION	11633 W GRAND AVENUE	NORTHLAKE	IL	60164
ROSSI CONTRACTORS, INC.	201 W LAKE ST	NORTHLAKE	IL	60164
SCHOLLE CORP.	200 W NORTH AVE	NORTHLAKE	IL	60164
SERVICE SPRING	16 E LAKE	NORTHLAKE	IL	60164
SILICONE RUBBER RIGHT PRODUCTS	112 W LAKE	NORTHLAKE	IL	60164
SUN CHEMICAL	135 W LAKE	NORTHLAKE	IL	60164
SUN CHEMICAL	111 W LAKE	NORTHLAKE	IL	60164
THE CUSTOM COMPANIES	317 W LAKE	NORTHLAKE	IL	60164
TRIBUNE DIRECT	505 NORTHWEST	NORTHLAKE	IL	60164
UNION PACIFIC	7 E LAKE	NORTHLAKE	IL	60164
UNITED BUSINESS MAIL, INC	11700 W GRAND AVE	NORTHLAKE	IL	60164



## Schiller Park, Illinois

1. *Please provide a brief background of your municipality.*

**The Village of Schiller Park is 2.77 square miles and is located just east and southeast of O'Hare Airport. It has a population of just under 12,000.**

2. *Please list the percentage of land zones for industrial, residential and commercial uses.*

**Residential – 60%  
Industrial – 30%  
Commercial – 10%**

3. *How many freight and manufacturing firms are located in your municipality?*

**>40**

4. *How many people are employed by these firms?*

**Approximately 1,500.**

5. *Please provide a list of your major industrial employers.*

**Hellman, ARPAC, MJ Celco**

6. *How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?*

**It will provide easier access to the west side of O'Hare Airport and help improve traffic flow.**

7. *How many truck routes are located in your municipality and what are they?*

**5 – Mannheim Road; Irving Park Road; River Road; Lawrence Avenue; 25<sup>th</sup> Avenue**

8. *Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.*

**Not applicable**

9. *What items do you believe should be included in composing a vision of the study and plan for which we are applying?*

**Truck and freight traffic is significantly increasing within Schiller Park. We need a study and a plan. But, the plan needs to be implemented.**

10. *Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.*

**This would be extremely beneficial to alleviate congestion and improve traffic flow, which would allow more economic development opportunities.**



# O'Hare Subregion Truck Routing and Infrastructure Plan Application Survey

## Wood Dale, Illinois

1. Please provide a brief background of your municipality.

The City of Wood Dale is a northwest suburban Chicago community of approximately 13,500 residents and a daytime population of more than 35,000. Incorporated in 1928, it became a city in 1970. With more than 9.2 million square feet of industrial and flex space, Wood Dale is home to hundreds of manufacturers, wholesalers, and transportation and warehousing businesses that are drawn to the City's proximity to Chicago, O'Hare Airport, and several major interstate highways.

2. Please list the percentage of land zones for industrial, residential and commercial uses.

Residential – 61%  
Industrial – 32.5%  
Commercial – 6.5%

3. How many freight and manufacturing firms are located in your municipality?

96 manufacturing; 117 wholesale; 297 transportation/warehousing

4. How many people are employed by these firms?

1,989 manufacturing; 2,691 wholesale; 2,070  
transportation/warehousing

5. Please provide a list of your major industrial employers.

VIDEOJET SYSTEMS; AAR CORPORATION; TEMPCO ELECTRIC  
HEATER; QUEST DIAGNOSTICS; MADDEN COMMUNICATIONS; ALFA  
LAVAL; POWER SOLUTIONS INTERNATIONAL; C. CRETORS & CO.

6. How will the Elgin-O'Hare Western Access project affect mobility and freight connectivity in your municipality?

The Elgin-O'Hare Western Access project will cut through the heart of Wood Dale's industrial parks. Although the project will be an overall benefit to the City, existing businesses will need to rework their truck routing to accommodate construction as well as new access patterns for the Tollway that will be significantly different from their existing access to Thorndale Ave.

7. How many truck routes are located in your municipality and what are they?

8—IL Route 19; IL Route 83; Beinoris Dr.; Lively Blvd.; N. Central Ave.; Richert Rd.; Sivert Dr.; Thorndale Ave.

8. Does your comprehensive plan or another planning document make recommendations for truck routing and infrastructure improvements? If so, please name the planning document.

The Wood Dale Comprehensive Plan Update (April 1997) makes minimal reference to truck routing.

9. What items do you believe should be included in composing a vision of the study and plan for which we are applying?

General traffic patterns and potential solutions to choke points in and around O'Hare and the surrounding highway network.

10. Please provide a statement explaining why you believe a subregional truck routing and infrastructure study and plan would be beneficial to your municipality.

Industrial businesses are the key driver of the City of Wood Dale's economy. The more we can do to plan for future growth of the region's transportation infrastructure, the better off we will be.

Request of Technical Assistance for an  
O'Hare Subregion Truck Routing and Infrastructure Plan  
Appendix

## Attachment 2



OFFICE OF THE PRESIDENT  
**BOARD OF COMMISSIONERS OF COOK COUNTY**  
118 NORTH CLARK STREET  
CHICAGO, ILLINOIS 60602  
(312) 603-6400  
TDD (312) 603-5255

**TONI PRECKWINKLE**  
PRESIDENT

June 17, 2014

Mr. Randall S. Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear ~~Mr. Blankenhorn~~: *Randy*:

I am writing in support of the Local Technical Assistance application led by the Village of Franklin Park and submitted jointly by almost a dozen suburbs surrounding O'Hare Airport along with Cook and DuPage counties. This application is a direct result of research and planning produced by CMAP. These communities have banded together to develop a coordinated truck route network within this subregion in an effort to ensure the more efficient movement of goods across their respective jurisdictions that is so vital to the area's industrial economy. The current lack of coordination results in circuitous routes that add to the cost and time of shippers and logistics providers in the area. The applicant team recognizes that the state of existing truck routes undermines the competitive advantages our region presently enjoys and may eventually lead to diminished returns if left unaddressed. This proposal will also support the stream-lined truck permitting work being carried out by the seven counties in collaboration with CMAP.

While tackling the matter of coordinated truck routes, the applicant team will also review needed infrastructure improvements to identify those that are most pressing and to figure out a way to equitably share the costs associated with upgrading trucking facilities that benefit us all. Many members of our team have already united in support of TIGER Grant applications seeking federal funding of key improvements such as the Elgin O'Hare Western Access and the Taft Avenue Extension and Bridge projects, knowing how vital these improvements are to congestion relief.

I urge you to select this application for the LTA program. Cook County looks forward to continued collaboration with CMAP to achieve greater economic growth through better policy and more strategic investments. Please feel free to contact John Yonan, Superintendent, Department of Transportation and Highways, at 312-603-1601 or [John.Yonan@cookcountyil.gov](mailto:John.Yonan@cookcountyil.gov) should you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Toni Preckwinkle".

Toni Preckwinkle  
President



**DANIEL J. CRONIN**  
**COUNTY BOARD CHAIRMAN**

**DuPage County**

(630) 407-6060

June 13, 2014

Mr. Randall S. Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive  
Suite 800  
Chicago, IL 60606

Re: Letter of Support for Village of Franklin Park  
Local Technical Assistance Grant Application

Dear Mr. Blankenhorn:

I am writing in support of the Village of Franklin Park's Local Technical Assistance Grant Application. Through the Illinois Department of Transportation's Elgin O'Hare Tier 1 and Tier 2 processes, the Governor's Advisory Commission, and the recent O'Hare Sub-regional Freight Report, DuPage County is aware of the Village of Franklin Park's desire to improve truck and freight traffic within and across its municipal borders.

DuPage County has recognized Franklin Park's desire to improve truck and freight traffic and to support it through advocacy of the Taft Ave Extension and Bridge Project. DuPage County has submitted multiple TIGER Grant applications to USDOT for this facility, and we are hopeful to receive grant funding. While Taft Avenue will help Franklin Park address the serious out of direction travel issues it has in its O'Hare Industrial Subarea, there are many more issues across the remainder of the community and region that deserve attention.

We believe that Local Technical Assistance will benefit the Village of Franklin Park and will provide an important benchmark for other corridor communities. It is our hope that this work will lead to a robust traffic circulation and truck route plan that will stimulate economic development and rejuvenation of the O'Hare Industrial Area.

I encourage you to approve the Village of Franklin Park's Local Technical Assistance Grant Application. Thank you for your consideration.

Sincerely,

Daniel J. Cronin, Chairman  
DuPage County Board



## MEMBER COMMUNITIES

Bellwood  
Berkeley  
Berwyn  
Broadview  
Brookfield  
Cicero  
Countryside  
Elmwood Park  
Forest Park  
Forest View  
Franklin Park  
Harwood Heights  
Hillside  
Hodgkins  
Indian Head Park  
LaGrange  
LaGrange Park  
Leyden Township  
Lyons  
Lyons Township  
Maywood  
McCook  
Melrose Park  
Norridge  
Northlake  
North Riverside  
Oak Park  
River Forest  
River Grove  
Riverside  
Rosemont  
Schiller Park  
Stickney  
Stone Park  
Summit  
Westchester  
Western Springs  
Willow Springs

## ASSOCIATE MEMBERS

Brookfield Zoo  
Triton College  
Morton College  
Norwood Park Twp Hwy Dept.  
West Suburban  
Water Commission  
Proviso Twp  
Stickney Twp  
Village of Bensenville  
City of Elmhurst  
City of Oakbrook Terrace  
City of Des Plaines  
Village of Villa Park  
Village of Willowbrook

## PRESIDENT

Robert Lovero  
Berwyn

## VICE PRESIDENT

Arlene Jezierny  
Harwood Heights

## TREASURER

Marilynn May  
River Grove

## PAST PRESIDENT

Sam Pulia  
Westchester

## EXECUTIVE DIRECTOR

Richard F. Pellegrino

| W | C | M | C |

WEST CENTRAL MUNICIPAL CONFERENCE

2000 Fifth Avenue, Building N  
River Grove, IL 60171  
ph 708/453-9100 fax 708/453-9101  
[www.westcook.org](http://www.westcook.org)

June 18, 2014

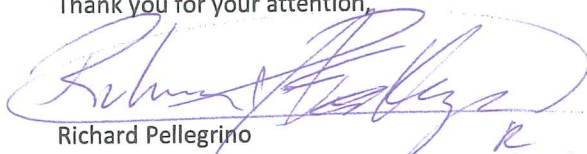
Dear Mr. Blankenhorn,

As Executive Director of the West Central Municipal Conference, I am writing this letter of support for the grant proposal for a truck routing and infrastructure plan for the O'Hare subregion. The Village of Franklin Park, the lead municipality, requests consideration of a grant through CMAP's Local Technical Assistance (LTA) program for a study and plan that addresses existing truck routing issues in the O'Hare subregion. Franklin Park's request is made on behalf of ten other municipalities in the O'Hare subregion: Bellwood, Bensenville, Des Plaines, Elk Grove, Itasca, Maywood, Melrose Park, Northlake, Schiller Park and Wood Dale. The majority of these communities are members of the West Central Municipal Conference.

The O'Hare subregion is a major employer and an economic engine in the Chicago metropolitan region. Local and regional industrial firms rely on the area's robust freight system to move goods quickly and cost-effectively. As outlined in CMAP's recent *O'Hare Subregional Freight-Manufacturing Drill-Down Report*, the existing lack of coordinated truck routes threatens the subregion's competitive advantage as it looks toward the future. A truck routing and infrastructure plan for the subregion will help connect and coordinate truck routes across jurisdictions, leading to greater efficiency, lower costs of transportation, and improved environmental and safety conditions. We believe that the plan will provide a clear and necessary guide for infrastructure and policy decisions for municipal, state and federal government. The West Central Municipal Conference believes this plan is critical as a long-term guide for strategic investment in the subregion.

The West Central Municipal Conference functions to foster municipal cooperation and communication. We support the collaborative spirit of the participating municipalities and counties and view the proposal as a model of working together to achieve common goals. Its benefits will serve the interests of municipalities, businesses and residents alike. This plan will provide solutions that ensure the existing competitive advantage of O'Hare subregion and support economic growth in the greater region.

Thank you for your attention.



Richard Pellegrino  
Executive Director, West Central Municipal Conference





FROM THE OFFICE OF MAYOR Frank A. Pasquale

**MAYOR**

Frank A. Pasquale

**VILLAGE CLERK**

Lena M. Moreland

**TRUSTEES**

Michael J. Ciavattone

Annie N. Delgado

Edward S. Lezza, Jr.

Dr. Phylistine Murphy

Ronald Nightengale

M.C. Robinson

Mr. Randall S. Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

June 23, 2014

Dear Mr. Blankenhorn,

On behalf of the Village of Bellwood, I am writing this letter in support of the recent grant proposal for a truck routing and infrastructure plan for the O'Hare subregion. The Village of Franklin Park has requested funding through CMAP's Local Technical Assistance program for a study and plan that addresses truck routing issues in the O'Hare subregion on behalf of the following municipalities: Bellwood, Bensenville, Des Plaines, Elk Grove Village, Itasca, Maywood, Melrose Park, Northlake, Schiller Park and Wood Dale.

CMAP recently identified a strong need for the plan in its *O'Hare Subregional Freight-Manufacturing Drill-Down Report*, which outlines existing workforce, infrastructure and development conditions in the O'Hare subregion. The proposed plan also falls under clear recommendations for trucking system improvements made in *GO TO 2040*, our regional comprehensive plan.

A truck routing and infrastructure plan for the subregion will provide a clear guide for policy and infrastructure decisions across communities. The plan will help connect and coordinate truck routes, leading to greater efficiency, lower costs for businesses and municipalities, and a higher quality of life for the residents of Bellwood. As a community, we are committed to supporting the future growth and competitive advantage of our subregion. The plan will best position the O'Hare subregion for the future and help accomplish goals outlined in our regional comprehensive plan, *GO TO 2040*.

Thank you for your consideration.

Frank A. Pasquale  
Mayor of Bellwood



12 South Center Street  
Bensenville, IL 60106

Office: 630.350.3413  
Fax: 630.350.3449  
[www.bensenville.il.us](http://www.bensenville.il.us)

#### VILLAGE BOARD

**President**  
Frank Soto

**Trustees**  
Morris Bartlett  
Susan V. Janowiak  
Robert "Bob" Jarecki  
Martin O'Connell  
JoEllen Ridder  
Henry Wesseler

**Village Clerk**  
Ilsa Rivera-Trujillo

**Village Manager**  
Michael J. Cassidy

Mr. Randall S. Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive Suite 800  
Chicago, IL 60606

Re: CMAP Local Technical Assistance Program

Dear Mr. Blankenhorn:

The Village of Bensenville wholeheartedly supports a sub-regional joint application to participate in the Chicago Metropolitan Agency for Planning (CMAP) technical assistance program to complete an O'Hare Subregion Truck Routing and Infrastructure Plan.

The O'Hare Subregion serves as a transportation hub for the entire country. The flow of goods in and out of the region significantly impacts our business climate and success of the region. Having a plan in place that improves truck flow and can spell out necessary infrastructure investments will help ensure the success of our region for the long term.

A significant portion of our Village is zoned industrial and services thousands of trucks daily. These trucks head in all directions many of which are participating in this joint application. A regional approach to truck routing is necessary since a problem or issue in one community can affect us all. Creating a more efficient freight network is also a recommendation of the Go To 2040 regional mobility plan which we can help implement with this study.

The Village of Bensenville and our neighboring municipalities would greatly benefit from technical assistance in completing an O'Hare Subregion Truck Routing and Infrastructure Plan. With the economy continuing to recover and the Elgin O'Hare Western Access Project already underway, we need to make sure the proper routing of trucks and infrastructure investments are planned and ready for implementation to serve the increased truck volume on the horizon. I hope Bensenville and the joining communities are able to work with CMAP on this exciting project.

Sincerely,

Frank Soto  
Village President





## City of Des Plaines

Office of the Mayor

1420 Miner Street  
Des Plaines, IL 60016  
Tel: 847-391-5301  
Fax: 847-391-5378

June 16, 2014

Robert M. Dean  
Deputy Executive Director for Local Planning  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

Re: Local Technical Assistance Program O'Hare Subregion Truck Routing and Infrastructure

Dear Mr. Dean:

Please accept this letter of support for the O'Hare Subregion Truck Routing and Infrastructure Plan application for CMAP's Local Technical Assistance Program's 2015 award. Des Plaines is committed to working with our neighbors to develop strategies supporting our regional freight and manufacturing businesses. The application is submitted by a consortium of cooperating local governments.

The City of Des Plaines devotes one-sixth of its land area to manufacturing and industrial land uses. Many prospective employers and developers list access to O'Hare International Airport and Interstates I-90 and I-294 as important factors in site selection. Des Plaines has benefitted from its location as evidenced by an April groundbreaking I attended for a nearly 140,000 square foot speculative industrial building. Earlier this month the City Council approved a resolution supporting a Cook County Class 6b incentive for a new 236,000 square foot LEED certified building on an industrial property adjacent to I-90.

CMAP's recently-published 'O'Hare Subregional Freight-Manufacturing Drill-Down Report' identifies a multi-jurisdictional routing and infrastructure plan as key to moving our freight and manufacturing cluster forward economically. Ensuring efficient truck routing and coordinated infrastructure investments to support freight and manufacturing is essential for continued economic development in our City and the O'Hare market.

Please award a Local Technical Assistance Program grant to plan coordinated truck routing and infrastructure across the O'Hare Subregion.

Sincerely,



Matthew J. Bogusz  
Mayor

Mayor  
CRAIG B. JOHNSON

Village Clerk  
JUDITH M. KEEGAN

Village Manager  
RAYMOND R. RUMMEL



Village Trustees  
NANCY J. CZARNIK  
PATTON L. FEICHTER  
JEFFREY C. FRANKE  
SAMUEL L. LISSNER  
JAMES P. PETRI  
CHRIS PROCHNO

June 12, 2014

Dear Chicago Metropolitan Agency for Planning:

The Village's mission is to go Beyond Business Friendly and we work diligently to support the growth of our corporate residents.

Elk Grove Village is home to the largest consolidated Business Park in the U.S., this includes sixty-two million square feet of industrially zoned space, which means that local businesses enjoy deep supplier networks. In fact, Elk Grove is a leading logistics / manufacturing cluster in the Midwest with the second most manufacturing jobs in Illinois. Additionally, the Elk Grove region is responsible for half of Illinois' exports due to its robust transportation network. Combined, the logistics and manufacturing industries support approximately 1,622 companies and 13,669 jobs providing local companies a competitive advantage in growing their business.

Two of the most important reasons for the past success of the Business Park have been its location and its convenient access to major modes of transportation. This includes proximity to O'Hare International Airport, an extensive freight rail network, and most importantly convenient access to major interstates including I-90, 290, 294, & 390. This access allows the Business Park to attract a skilled workforce and to efficiently move goods into and out of the area.

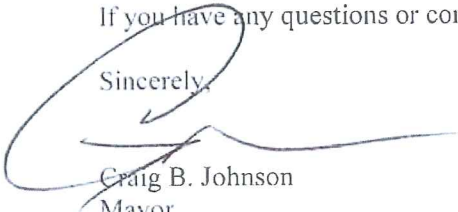
For the Village Board of Trustees planning is a priority exemplified by the development of the Industrial and Commercial Revitalization (ICRC) Master Plan. First approved in 1998 and then updated in 2011, The ICRC Master Plan identifies a number of areas for the Village to focus on in order to keep the Business Park vibrant and modern. Focus areas of the ICRC Plan include infrastructure, storm water management, and commercial design.

The Plan estimates that the construction of the Elgin-O'Hare Expressway Extension, the West O'Hare Bypass, and the full interchange at Elmhurst Road and Interstate 90, will cause significant shifts in Business Park travel patterns.

In conjunction with Elk Grove's current planning initiatives, the Village sees value in working with its neighbors to study the impacts of current regional transportation projects and identify opportunities for collaboration to ensure the O'Hare area remains competitive. The Village of Elk Grove supports a joint regional application to the Chicago Metropolitan Agency for Planning's Technical Assistance Transportation and Land Use Planning Grant.

If you have any questions or concerns please contact me at 847-357-4030 or at [cjohnson@elkgrove.org](mailto:cjohnson@elkgrove.org).

Sincerely,

  
Craig B. Johnson  
Mayor





## Village of Itasca

550 W. IRVING PARK RD. ITASCA, IL 60143

PHONE: 630/773-5568 FAX: 630/773-0835

[www.itasca.com](http://www.itasca.com)

June 20, 2014

Randall Blankenhorn  
CMAP Executive Director  
233 S. Wacker Dr. Ste. 800  
Chicago, IL 60606

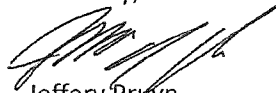
Dear Mr. Blankenhorn,

On behalf of the Village of Itasca, I am writing this letter for the grant proposal for a truck routing and infrastructure plan for the O'Hare subregion. The Village of Franklin Park, the lead municipality, requests consideration of a grant through CMAP's Local Technical Assistance (LTA) program for a study and plan that addresses existing truck routing issues in the O'Hare subregion. Franklin Park's request is made on behalf of our Village and nine other municipalities in the O'Hare subregion: Bellwood, Bensenville, Des Plaines, Elk Grove, Maywood, Melrose Park, Northlake, Schiller Park and Wood Dale.

The Chicago Metropolitan Agency for Planning (CMAP) recently identified a strong need for the plan in its *O'Hare Subregional Freight-Manufacturing Drill-Down Report*. Local and regional industrial firms rely on the area's robust freight system to move goods quickly and cost-effectively. As outlined in CMAP's report, the existing lack of coordinated truck routes threatens the subregion's competitive advantage as it looks toward the future. A truck routing and infrastructure plan for the area will help connect and coordinate truck routes across jurisdictions, leading to greater efficiency, lower costs of transportation, and improved environmental and safety conditions. The proposed plan also falls under recommendations for trucking system improvements made in *GO TO 2040*, our regional comprehensive plan.

The proposed truck routing plan will help the Village of Itasca and neighboring communities by establishing a guide for policy and infrastructure decisions. As a community, we are committed to working together and supporting the future growth and competitive advantage of our subregion. The plan will best position Itasca and the O'Hare subregion for the future and help accomplish goals outlined in our comprehensive plan, *GO TO 2040*.

Sincerely,



Jeffery Prayn  
Mayor





# VILLAGE OF MAYWOOD

125 SOUTH FIFTH AVENUE, MAYWOOD, ILLINOIS 60153  
OFFICE: 708-450-4492 • FAX: 708-450-0657

June 17, 2014

Dear Mr. Blankenhorn,

On behalf of Maywood, I am writing this letter in support of the recent grant proposal for a truck routing and infrastructure plan for the O'Hare Subregion. The Village of Franklin Park has requested funding through CMAP's Local Technical Assistance program for a study and plan that addresses truck routing issues in the O'Hare Subregion on behalf of the following municipalities: Bellwood, Bensenville, Des Plaines, Elk Grove Village, Itasca, Maywood, Melrose Park, Northlake, Schiller Park and Wood Dale.

CMAP recently identified a strong need for the plan in its *O'Hare Subregional Freight-Manufacturing Drill-Down Report*, which outlines existing workforce, infrastructure and development conditions in the O'Hare Subregion. The proposed plan also falls under clear recommendations for trucking system improvements made in *GO TO 2040*, our regional comprehensive plan.

A truck routing and infrastructure plan for the Subregion will provide assistance to the Village of Maywood in establishing a clear framework for policy and infrastructure decisions across communities. The plan will help connect and coordinate truck routes, leading to greater efficiency, lower costs for businesses and municipalities, and a higher quality of life for business and residents of Maywood. As a community, we are committed to supporting the future growth and competitive advantage of our Subregion. The plan will best position the O'Hare Subregion for the future and help accomplish goals outlined in our Village and Regional comprehensive plan, *GO TO 2040*.

Sincerely,

Mayor Edwenna Perkins

cc: David Myers, Acting Village Manager  
Angela Smith, Coordinator of Business Development



CITY OF NORTHLAKE  
**OFFICE OF THE MAYOR**  
NORTHLAKE, 60164

JEFFREY T. SHERWIN  
MAYOR

June 12, 2014

Randy Blankenhorn  
CMAP  
233 S. Wacker Drive, Suite 800  
Chicago, IL 6060

Re: Village of Franklin Park  
LTA Application  
O'Hare Sub-region Truck Routing

Dear Randy:

The City of Northlake supports the Village of Franklin Park's application in regard to the above captioned matter.

Cohesive and comprehensive truck routing through adjacent communities in the O'Hare Sub-region will promote safety as well as enhance the local economy through greater efficiency.

Franklin Park is ideally suited to act as the lead agency since they are centrally located in the sub-region, has a substantial industrial base and most importantly, has a sufficient and well qualified staff to execute the plan.

Thank you for your consideration in this matter. Should you have any questions, please feel free to call.

Yours truly,

Jeffrey T. Sherwin  
Mayor

JTS:enb

PRESIDENT  
BARBARA J. PILTAVER

CLERK  
CLAUDIA L. IRSUTO

TRUSTEES  
LAWRENCE FRITZ  
ANTHONY CLEMENTI  
RICHARD W. DESECKI

TRUSTEES  
CATHERINE GORZYNSKI  
RODNEY TOLE  
MOSES DIAZ



SMALL TOWN FEEL WITH A WORLD AT ITS TOUCH

June 11, 2014

9526 WEST IRVING PARK ROAD  
SCHILLER PARK, ILLINOIS 60178-1984  
TELEPHONE 847 678-2550  
FAX 847 671-3564

Dear Mr. Blankenhorn,

On behalf of Schiller Park, I am writing this letter in support of the recent grant proposal for a truck routing and infrastructure plan for the O'Hare subregion. The Village of Franklin Park has requested funding through CMAP's Local Technical Assistance program for a study and plan that addresses truck routing issues in the O'Hare subregion on behalf of the following municipalities: Bellwood, Bensenville, Des Plaines, Elk Grove Village, Itasca, Maywood, Melrose Park, Northlake, Schiller Park and Wood Dale.

CMAP recently identified a strong need for the plan in its *O'Hare Subregional Freight-Manufacturing Drill-Down Report*, which outlines existing workforce, infrastructure and development conditions in the O'Hare subregion. The proposed plan also falls under clear recommendations for trucking system improvements made in *GO TO 2040*, our regional comprehensive plan.

A truck routing and infrastructure plan for the subregion will provide a clear guide for policy and infrastructure decisions across communities. The plan will help connect and coordinate truck routes, leading to greater efficiency, lower costs for businesses and municipalities, and a higher quality of life for the residents of Schiller Park. As a community, we are committed to supporting the future growth and competitive advantage of our subregion. The plan will best position the O'Hare subregion for the future and help accomplish goals outlined in our regional comprehensive plan, *GO TO 2040*.

Thank you for your attention,

Barbara J. Piltaver  
Village President  
Village of Schiller Park





# CITY OF WOOD DALE

404 NORTH WOOD DALE ROAD  
WOOD DALE, ILLINOIS 60191-1596

June 20, 2014

Heather Tabbert, AICP  
Regional Transportation Authority  
175 W. Jackson Blvd, Suite 1650  
Chicago, IL 60604

Daniel Olson  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Ms. Tabbert and Mr. Olson:

Please consider this letter in support of a joint application to the 2015 RTA Community Planning Program/CMAP Local Technical Assistance Program for an O'Hare Subregion Truck Routing and Infrastructure Plan.

A subregional truck routing and infrastructure study and plan would be beneficial to the City of Wood Dale because industrial businesses are the key driver of our economy. Nearly one-third of our land is dedicated to industrial land uses, and we have more than 500 existing freight and manufacturing businesses (employing 6,750 workers) that travel on our eight designated truck routes to destinations around O'Hare Airport, the Midwest, and the world.

Furthermore, the Elgin O'Hare Western Access (EOWA) Project will change the face of Chicago's northwest suburbs, the Midwest region and beyond. Although the project will be an overall benefit to the City, it will also cut through the heart of our industrial parks. Existing businesses will need to rework their truck routing to accommodate construction as well as new access patterns for the Tollway that will be significantly different from their existing access to Thorndale Ave.

We believe that a collaborative planning effort for truck routing and infrastructure improvements throughout the area will allow our businesses and others in the region to utilize truck routes more effectively, resulting in cost savings for municipalities (and residents) as well as the business community.

Sincerely,

**CITY OF WOOD DALE**

Annunziato Pulice  
Mayor

Request of Technical Assistance for an  
O'Hare Subregion Truck Routing and Infrastructure Plan  
Appendix

## Attachment 3

## Supporting Local/Regional Plans, Projects and Studies

**Bellwood Comprehensive Plan (2013)** [http://issuu.com/communitycollaborate/docs/bellwood\\_comp\\_plan\\_final\\_nov\\_2013](http://issuu.com/communitycollaborate/docs/bellwood_comp_plan_final_nov_2013)

**City of Northlake Comprehensive Plan (Chicago Metropolitan Agency for Planning, 2013)**

[http://www.cmap.illinois.gov/documents/10180/24006/FY13-0099+NORTHLAKE+LTA+PLAN+Adopted+May\\_28/82cf58a1-eb7c-4d56-b4a5-d08ebb04add4](http://www.cmap.illinois.gov/documents/10180/24006/FY13-0099+NORTHLAKE+LTA+PLAN+Adopted+May_28/82cf58a1-eb7c-4d56-b4a5-d08ebb04add4)

**Elgin-O'Hare West Bypass Study: Tier Two Final Environmental Impact Study (Illinois Department of Transportation, Federal Highway Administration and Federal Aviation Administration, 2012)** <http://www.dot.il.gov/desenv/Elgin-Ohare%20Final%20EIS/Tier%20Two/Tier%20Two%20Final%20EIS/Tier%20Two%20Final%20EIS.pdf>

**Elgin O'Hare Western Access Project (Illinois Department of Transportation, Federal Highway Administration and Federal Aviation Administration, 2012)** <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/elgin-o-hare-western-access>

**Elk Grove Village Industrial and Commercial Revitalization Plan** [http://www.elkgrove.com/ftp/Uploads/ExecutiveSummary2011\(FINAL\).pdf](http://www.elkgrove.com/ftp/Uploads/ExecutiveSummary2011(FINAL).pdf)

**Franklin Park O'Hare Industrial Corridor Plan (Chicago Metropolitan Agency for Planning, in progress)** <http://www.cmap.illinois.gov/programs-and-resources/ita/franklin-park>

**GO TO 2040 Regional Comprehensive Plan (Chicago Metropolitan Agency for Planning, 2010)**

[http://www.cmap.illinois.gov/documents/10180/17842/long\\_plan\\_FINAL\\_100610\\_web.pdf/1e1ff482-7013-4f5f-90d5-90d395087a53](http://www.cmap.illinois.gov/documents/10180/17842/long_plan_FINAL_100610_web.pdf/1e1ff482-7013-4f5f-90d5-90d395087a53)

**O'Hare Subregional Freight-Manufacturing Drill-Down Report (Chicago Metropolitan Agency for Planning, 2014)**

<http://www.cmap.illinois.gov/documents/10180/69902/2014-5-12-O-Hare-Subregional-Freight-Manufacturin-%20Drill-Down-report.pdf/231356b3-2edc-40ac-b1bb-7ee9cab04c0d>

**O'Hare Modernization Program (2003)** <http://www.cityofchicago.org/city/en/depts/doa/provdrs/omp.html>

**Village of Franklin Park Comprehensive Plan (2005)** [http://www.villageoffranklinpark.com/assets/1/19/Comprehensive\\_Plan.pdf](http://www.villageoffranklinpark.com/assets/1/19/Comprehensive_Plan.pdf)